









The *Shan Observer* notes that, if properly worked, the district of Ghibri can be proved to possess rich coal deposits. Last year two concessions were issued by the Government to work for coal there. The latter concession was a certain concession of the Ghibri province. Information has come to hand that samples taken from the surface of one of these concessions have been received in Bangkok.

Says an Indian contemporary:—"The war-loan which China is raising in Europe may prove to be only the first of a series of similar transactions, for apart from the expenses of the actual struggle with Japan, she must embark upon large naval expenditure in the future. In all probability, after the contest on land has been protracted for months, peace will be patched up by the intervention of the European Powers or the mediation of the United States Government. Some modus vivendi may be arranged and then China will have to guard against her rivals' power at sea, for Japan will cherish the memory of naval successes won, whatever may have been the result of the land fighting. Modern warships cost anything from half-a-million upwards, and she will have a number of first-class ironclads to face the Japanese fleet, or she may again have to submit to the humiliation of seeing her transports sunk and her coast cut off from communication with the ports whence troops and munitions of war can most readily be sent. In the Tungshing campaign the Chinese had no occasion to spend large sums of money, as Black Flags were cheap; but in Korea the regular army has been called into play, and the expenditure involved in keeping them in the field, and in the maintenance of supplies, &c., will not be light by any means. A war-loan has become a necessity, and within the next few years China may have to raise more money for the war than she has raised for the last century."

The experience of the Duke of Portland as a customer of the advertising tipsters who profess an ability to forecast the result of races cannot be too widely known. The Duke, of course, understood the value of their declarations perfectly well before he subscribed, but he wished to be able to give precise facts and figures at first hand. He made a selection of thirteen tipsters, and he advertised each, but the most successful was the one who wrote the longest. He was consequently right in 19; it must be remembered that some of the results at Ascot, such as the victory of *La Fliche* in the Cup, seemed inevitable. Four of the Duke's selected tipsters sent him one winner to thirty-five losers. The Duke was far from ill at ease in the temptation of backing their tips, he said, "I would be charged to you on the rates, and you would be helping to support me in the workhouse. I hope all young people do not suppose any man of mine would go so far from it as to fall prey to these rascals; will take warning by what might have been my fate, and steer clear of the temptation to gamble thus held out to them by so many of the leading sporting papers." The Duke's 71. 1/2 was far from ill at ease in the temptation of backing their tips, he said, "I would be charged to you on the rates, and you would be helping to support me in the workhouse. I hope all young people do not suppose any man of mine would go so far from it as to fall prey to these rascals; will take warning by what might have been my fate, and steer clear of the temptation to gamble thus held out to them by so many of the leading sporting papers."

THE TYPHOON.

The following was issued from the Observatory, reaching this office about 3 p.m., after the worst was over:—"On the 24th at 6.10 p.m., Red South Cone hoisted. At 10.20 p.m., Two lanterns hoisted vertically. At 11.10 p.m., Gun fired one round. Typhoon S.E. of Hongkong appears to have altered its course, and to be now moving in a north-westerly direction. Strong north-east to south-east gale expected in Hongkong. On the 25th, Black South Cone hoisted before daylight. At 6 a.m., the barometer is falling rapidly and it is probable that the centre of the typhoon will enter the coast at no great distance to the west of the colony. Typhoon force of S.W. wind will probably be experienced from E. to S.E. Gun fired two rounds. At 11.50 a.m., Black Ball hoisted."

Practically the Observatory gave no warning of bad weather until it was on us. The last previous notice was merely that the red drum had been hoisted at 11.15 a.m. yesterday.

Nothing later than the information given out by the Observatory yesterday forenoon, is yet to hand concerning the gale or typhoon now raging. The weather then reported here was 'barometer falling, with light N. and N.E. winds and fair weather.' Manila had sent us nothing later than Saturday night, and some one was evidently caught napping or proved at fault. At all events, the N.E. gale which commenced to blow about 9 o'clock last night found most of the residents ashore and asleep somewhat unprepared. The native junk, which usually seek shelter, were caught in the storm, and considerable loss of life and property has to be reported at Praya West. The gun for a 'gale' was fired at Kowloon say two hours after the bad weather had become a patent fact. It was fired about 15 mins. past 11. While taking exception to the apparent tardiness of the Observatory officials, it must be admitted that the barometer, though falling, was well up for the S.W. monsoon, marking as high as 29.65 at 8 o'clock in the evening. When the one round was fired at 11.15 p.m., our aneroid showed 29.64, but the gale had been blowing uncomfortably strong for some time before that hour, and residents were rather taken aback at the reminder to look out for a gale than those of the gale last week.

but the direction of the wind was the same, and the fall in the barometer was very similar. This last storm, however, has been already longer in duration than that of Tuesday night.

We give the readings as follow:—

24th, 11.15 p.m.	29.64
25th, 12.15 a.m.	29.63
" 1.15 "	29.61
" 2.00 "	29.58
" 3.00 "	29.54
" 4.00 "	29.53
" 5.00 "	29.52
" 6.00 "	29.50
" 7.00 "	29.49
" 8.00 "	29.48
" 9.00 "	29.47
" 10.00 "	29.46
" 11.00 "	29.45
" 12.00 "	29.44
" 1.00 p.m.	29.43
" 2.00 "	29.42
" 3.00 "	29.41
" 4.00 "	29.40
" 5.00 "	29.39
" 6.00 "	29.38
" 7.00 "	29.37
" 8.00 "	29.36
" 9.00 "	29.35
" 10.00 "	29.34
" 11.00 "	29.33
" 12.00 "	29.32
" 1.00 p.m.	29.31
" 2.00 "	29.30
" 3.00 "	29.29
" 4.00 "	29.28
" 5.00 "	29.27

Shortly before four a.m. the gusts were very severe, and at about a quarter past four the wind veered to the Eastward. At five o'clock the gusts were very heavy, and from that hour on to six o'clock the storm was at about its worst. Between seven and eight the squalls were very hard with blinding rain.

As we have stated, the junk at Praya West has suffered considerably. One especially created a good deal of excitement, as it contained a number of Chinese passengers from California (who arrived per China), with all their goods and savings. She was reached fortunately by a launch just before she sank. The epidemic hulk *Hygieia*, although moored very safely, had a rather lively time of it, backing and rounding, and having a series of gyrating movements, with no evil result to herself or neighbors. The masted at the end of the China Merchants Wharf, which was used during the Plague, has collapsed; and, referring to masted, it may here be added that the Boat-House is a wreck. The old dredger which does work for the Reclamation or P. W. D. sank in about ten feet of water near Victoria Wharf before she could get up steam. The P. & O. lighter are missing—either in shelter or in trouble. The *Esmeralda*, which lies near Peddar's Wharf, had a narrow escape of drifting on to the Reclamation piles, but she got up steam just in time to move into midstream. All the vessels moved away from the Kowloon Wharves, and the *Albatross* drifted, but soon was in a position to steam round to Stonecutters.

Early in the day the water was breaking heavily on the Praya roadway, and by noon many parts of the verandah walks and roadway were covered with a layer of sand and rubble some inches in depth. This blocked the drain inlets, and parts of the business side of the roadway were ankle deep with water. No appreciable damage was visible East of Peddar's Wharf. Both the wharf masted were damaged, but the poles stood.

The market sheds along the Praya Wall have been badly knocked about, the floors being buckled up and roofs broken. From these sheds toward the Praya is littered with boat and junk wreckage. One huge pole-masted steamer (from the position in which it lies) to have taken down the electric light wires in its fall. By the Oxton Wharf a pile of wreckage and broken boats lay heaped on and around Tok-ke's launch jetty. A few waterlogged and battered craft were rolling about in the lee of the Steamboat Wharf. A big P. & O. lighter, lying off the end of the wharf, emphasized the shortness of the notice given of the typhoon's visit.

Off the Harbour Office, Mr. Horspool and a large force of police were at work with lines and a boat bent on life-saving where possible. A large junk, some 500 yds. off the Praya, appeared to be going down. Attempts to get a line off were unsuccessful, and a boat put out from the Harbour Office (under Capt. W. H. Potts) and manned by Europeans and Mr. Potts at the helm. The *Daggring* came along at the time and very cleverly took off the passengers, 25 in all. Both launch and boat had a far from easy task in making the shore.

The site of the old P. & O. wharf was a mass of boats, barrels, and other debris, many of them in double rows in the street itself. Both ends of the West Point Reclamation are lined with the wrecks of junks and cargo-boats, many smashed up utterly. One lot of wreckage had a mast, some 60 feet in length and quite a foot in diameter, lying across the reclamation. The boat-people were crouched under the house-walls getting what little protection they could from scraps of tarpaulin and sails. Patrols of police (each of 4 Indians under a European constable) were stationed at intervals, and many boats lay ready for use at various points.

Some of the steamers seemed to have a hard time of it. The *Tacoma*, with a large lighter hanging astern, apparently felt the full force of the wind and sea. Many ships, notably the *Sikhan* and *Cheong Cheu*, drove down some distance. An instance of the force of the gale in a fairly sheltered locality is furnished by the fall of a large tree below St. Paul's College and adjoining the Dairy Farm premises. The tree had been growing for many years, and there had been great loss of life. The accounts were very vague, and the number varied from 300 to 20 in a walk of two hours. Quite a large fleet of junks was caught at the West Point anchorage, and few of the smaller craft seem to have got away, so that it is quite possible that considerable loss of life has resulted.

Several large junks were driven ashore on the west side of Hungnam Bay and totally destroyed. At Kowloon a great deal of damage was done to the Hongkong Regiment barracks. A whole block was blown down bodily, and hardly any of the other buildings escaped.

without serious injury. Surely the regiment has been here long enough now to be better accommodated than methods. The back part of a house in Gage Street, three stories high, collapsed early this morning, several tons of debris blocking the lane that leads into Lyndhurst Terrace. It is reported that several steam launches, which had been towing junks to Gunway Bay, anchored overnight at Wan-chai and were sunk there.

The notice issued from the Observatory this afternoon states that the rainfall for the twenty-four hours to 10 a.m. to-day was 4.27 inches. The photographic communication between the Observatory and Hongkong has been interrupted since 6 a.m. An attempt made to get an Express issued early this morning failed on account of the breakdown of the cable.

HONGKONG OBSERVATORY.

We would respectfully call the attention of the Government to the recommendations made by the Retrenchment Commissioners regarding weather warnings to be issued from the Observatory. The public will also read them with interest, especially in view of yesterday's surprise. They are as follow:—

67. In presence of Dr. Döberck's report and after examining him and especially in view of his formal declaration that all the times of the staff is taken with observation and research, and that the importance to the Colony, of local interest and of value to the shipping, we are unable to recommend any reduction in the staff or pay thereof, or in the cost of the Observatory. We would, however, remark that the cost of the institution in 1894 was \$5,790 against \$12,752 for this year, or more than double.

68. We note in Mr. Christie's letter dated 5th October, 1893, that he speaks of the important results obtained by Dr. Madrum and of the efficiency of the Meteorological Observing Station at the Colonial Office. Dr. Madrum has only one assistant while this Observatory has a staff of four assistants and two clerks. We think that some explanation should be given of this difference in the staff of these two Departments. We note also that the Royal Observatory at the Cape, which we believe is a fully occupied and complete Observatory, has according to the Colonial Office List of this year a staff of 4 Assistants, a Photographic Assistant and a Secretary.

We, therefore, recommend that no further addition be made thereto and that the work of the Observatory be confined to meteorological science, and that no work be undertaken which is not of local interest or for the benefit of shipping.

69. We have no reason to believe that any unnecessary delay occurs in the issue of storm warnings, but we think that the information given is not of a practical nature or brought to the notice of the public at large in such a manner as to arrest their attention and warn them of the approach of a storm.

To remedy this we urgently recommend that, whenever the Director of the Observatory thinks it necessary, he be directed and authorized to send to the Telegraph Office full particulars of the distance, direction and speed of the typhoon, with any information which he may be able to give, with a request to forward the same to Mr. Guedes, or some other person to be chosen by the Government, in order that such information may be at once circulated as 'Expresses' are now circulated.

We further think it advisable that such information should be conspicuously exhibited outside the Post Office in the same manner as the arrivals of vessels are notified, and that the information now sent up outside the Telegraph Office should be done in a more striking manner and in a form more intelligible to the public. A notice on the board at present runs as follows:—

HONGKONG OBSERVATORY.  
Telegram 24. VII. 94. 10 A.M.  
East 29.73  
Barometer falling slowly moderate S.W. winds. Sea slight and weather fair.  
70. It has also occurred to the Committee, from what is in use in Shanghai, that a large card indicating the meanings of the several signals in use at Kowloon and suitable for exhibition in an Office might be useful for purposes of reference; the cost of this would, we think, be easily covered by a small charge.

71. All these suggestions would, if carried out, prove useful to the Community, would induce them to take an interest in the weather, and we expect, reconcile them to the expense of an establishment of the practical value of which is not apparent to them at present, and the value of which would be enhanced by a better circulation of the storm warnings.

72. The expense of these suggestions would be insignificant compared with the advantages to be derived therefrom. At all events we recommend that if, at any future time, a proposal be made to abolish the Light House, a sufficient sum to cover the cost of the Observatory should always be collected from this source.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']  
(Via Southern Line.)  
London, 23rd September, 1894.  
THE CHINA-JAPAN WAR.

It is stated that, at the instance of the British and Russian Ministers at Peking, Li Hung Chang has agreed to an Armistice; the Japanese however have refused to suspend operations, and are hurrying stores, &c., to Korea to provide for a winter campaign.

The Imperial treasure at Mouken amounting, it is stated, to \$1,200,000,000, the accumulation of two centuries, is believed to be an additional inducement to the Japanese to attack that City.

severely damaged. The *Matsumoto* has returned to Japan for repairs, and Admiral Ito has transferred his flag to the *Hoshio*.

It has transpired that besides the four Chinese ships sunk, three were not on fire. *Nobu-Matsumoto*, 4,277 tons; *Guns*, 1,322-cm. (Canon), 11, 12-cm. (Canon); *Haidate*, sister ship.

MOROCCO.  
The Governor of Oassablanca has apologized for the outrage on the British and Danish Consuls.

London, September 24th 1894.  
GREAT BRITAIN AND JAPAN.  
The Times states that the policy of Great Britain towards Japan is entirely a wallowing one, and that the two countries have no conflicting interests. It warns Japan against Russia's hankering to secure a harbour in the Pacific open this year round, which, if obtained would be equally menacing to Great Britain and Japan.

In the event of foreign intervention in the present war, the Times expects that Great Britain and Japan will stand together. (Special to the 'North-China Daily News'.)

THE FALL OF PINGYANG.  
Kwangju fell on the 10th inst. Pingyang was invested at dawn on the 15th and fell after several hours' fighting on the 16th, when the city was occupied, the Chinese surrendering.

The western column under General Chulung, from Chungking, and the eastern column under Major-General Tachimi from Samdeung, converged on Pingyang on the 16th, and confirmed the report of a complete victory. The column from Yunnan under Colonel Sato left Yangdok on the 5th with orders to make its stand at Sunan on the 15th.

The estimated loss to the Chinese is 6,600. Large quantities of arms and accoutrements fell into the hands of the Japanese. Isolated bands of Chinese escaped northward.

(From Tientsin Papers.)

RELIGIOUS TROUBLES IN INDIA.  
Pana, Sept. 15.  
Manifestations have been published in Bombay calling on the Hindoos to raise a revolt in the name of religion.

THE CHINA-JAPAN WAR.  
(SPECIAL TO THE 'CHINA MAIL'.)  
Shanghai, September 24th.

General Tso Pao Kwei was killed in the battle of the 15th inst. at Pingyang. General Yeh Chi-shao reached Yechow with his army.

Fourteen Russian warships at Vladivostok have prepared again for action.

LATER.  
The Chinese troops (in Korea), marching Northward, have reached Shan Chuan (a city about 705 li to the North of Seoul).

(SPECIAL TO THE 'CHINA MAIL'.)  
IMPERIAL EDICTS.  
Peking, 24th Sept.

The following Imperial Edict was issued on the 23rd inst.:—"We are in receipt of a memorial from Li Hung-chang, reporting the death in the battle-field of a certain high general, and recommending liberal recognition of his services from the Throne. The general was General Tso Pao Kwei, who was formerly a Captain in K'o Chuan of Kwang Tung, and who during his long service in the army had frequently distinguished himself. In the battle at Peking Yang, Korea, he fought valiantly, regardless for the safety of his own person, and so he was seriously wounded; but in spite of this he still directed his men in the batteries to fight. At last, however, a bullet pierced his breast and he died. He displayed, as it were, an inborn spirit of faithfulness and valor, and so his death is to be regarded as a great loss. Let his services, then, be amply recognized according to the regulation for recognizing the services of a commander-in-chief who died in the battle-field—his previous faults, if any recorded, be altogether obliterated—a posthumous title be conferred on him, and a tablet be allowed to be installed in the Temple of Faithful Officers—all his merits gained in battle and the circumstances in connection with his death be chronicled in history, and also special temples be erected in his honor in all places which have witnessed his meritorious services. As to his sons, let Li Hung-chang report on the way to confer Imperial benefits on them, thus showing the ardent desire on the part of the Throne to reward and praise all faithful and valiant officers."

FULLER DETAILS OF THE NAVAL BATTLE.  
THE JAPANESE VERSION.  
We have received the following fuller report about the Naval Engagement from reliable Japanese sources:—

On the 17th inst., the Japanese fleet—consisting of the *Matsumoto*, *Hidetsugu*, *Haidate*, *Yoshino*, *Nariva*, *Takachiho*, *Akatsushima*, *Chiyoda*, *Hiei*, *Fuso*, *Akagi*, and *Saikio*—met off the North-east coast of Hsi Yang Island, with the Chinese fleet, consisting of—*Ting Yuen*, *Chen Yuen*, *Ching Yuen*, *Chih Yuen*, *Lai Yuen*, *King Yuen*, *Wai Yuen*, *Yang Wei*, *Kwang Chiu*, *Kuang Ping*, *Ping Yuen*, and other men of war, with six torpedo boats. Fire was opened at forty-five minutes past noon, and severely lasting till 5 p.m. At last four of the Chinese men-of-war (the *Lai Yuen*, *Chih Yuen*, *Yang Wei*, and *Chao Yung*) were sunk; and the *Ting Yuen*, *King Yuen*, and *Ping Yuen* caught fire; while all the other ships, having suffered serious damage, were scattered. On the Japanese side, more or less damage was received by the *Matsumoto*, *Hiei*, and *Atagi*, but none of them was disabled. Among the deaths of the Japanese officers are Commander Sakamoto of the *Atagi*, two first lieutenants of the *Haidate*, one first and one second lieutenant of the *Akatsushima*, one second lieutenant of the *Yoshino*, two doctors, and about 30 commissioned officers and men. The number of wounded amounted to 100.

FORMER WARS IN CORREA.

Although the conditions of war are so completely changed that history can furnish no safe means of indicating the probable result of the present struggle between China and Japan, some account of the former war between the two countries in Corea may not be without interest, and may be found to contain one or two practical lessons bearing on the campaign now in progress. The first mention in Chinese history of the Japanese interfering in the affairs of Corea occurs in the latter part of the Seventh Century of our era, when the Tang dynasty was on the throne of China, and the Empress Wou, wife of two Emperors in succession, exercised supreme authority. Her first husband, the Emperor Taishang, was a weak and enfeebled Prince, and the last years of his life, begun a war for the conquest of Corea which he did not prosecute with his usual success. A noble named Chuen Gaisowun, had deposed the King of Corea, and set up his own authority in his place, whereupon Taishang came forward as Emperor to support the claims of the rightful Prince, his vassal. A sanguinary war ensued, for in those days the Koreans possessed an army, and were renowned as warriors, and, after a prolonged siege of the town of Anshu, of which we shall probably hear again if the present campaign goes on, Taishang was compelled to retreat, with the loss of many thousands of his best troops, besides being openly insulted by the Governor of that town, who wished him from its unquarrelled walls, a pleasant journey back to China. The disastrous war was fought in the year 644, and it was with the express object of retrieving it that the Empress Wou began a fresh invasion of Corea in the year 658, a task upon which she was more or less engaged during her twelve years' reign. The Koreans made a valiant resistance, but the Japanese, as the Japanese told them. This noteworthy was the first occasion on which these islands interfered in the affairs of the mainland, but their efforts proved of no avail, as their armies were defeated in several battles, and a disaster of a hundred years was wrought. In 674 Corea gave up the contest, and became a province of the Chinese Empire, a condition of things which endured for sixty years. On the fall of the powerful Tang dynasty, and on its being succeeded by several weak rulers, Corea recovered its independence, but continued to maintain relations of cordiality with the Chinese. Proof of this was given on several critical occasions in the long wars between the Chinese and their Northern invaders.

THE SUBJUNCTION OF CORREA BY THE MONGOLS.

was the indirect cause of the second invasion of Japan in the efforts of the mainland. The Emperor Kublai Khan established a perfect understanding between himself and the Korean King Wangkien. Unfortunately, he did not listen to his advice when, satisfied with success on the mainland, he resolved to conquer the Kingdom of the Mongols into Japan. He called upon the Koreans to provide a contingent force for the invasion of that country, and one of ten thousand men was raised. In 1274 the first Mongol expedition against Japan set out, consisting of three hundred vessels and fifteen thousand men, chiefly Koreans, but the Japanese, encamping off the island of Tsushima, inflicted on it a crushing defeat. The war might there and then have ended, but six years later the Japanese mounted a second expedition, and this time they were successful. In 1281 the second Mongol expedition against Japan set out, consisting of a fleet of a thousand vessels and twenty thousand men, chiefly Koreans, but the Japanese, encamping off the island of Tsushima, inflicted on it a crushing defeat. The war might there and then have ended, but six years later the Japanese mounted a second expedition, and this time they were successful. In 1281 the second Mongol expedition against Japan set out, consisting of a fleet of a thousand vessels and twenty thousand men, chiefly Koreans, but the Japanese, encamping off the island of Tsushima, inflicted on it a crushing defeat. The war might there and then have ended, but six years later the Japanese mounted a second expedition, and this time they were successful. In 1281 the second Mongol expedition against Japan set out, consisting of a fleet of a thousand vessels and twenty thousand men, chiefly Koreans, but the Japanese, encamping off the island of Tsushima, inflicted on it a crushing defeat. 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## Mails.

**U. S. Mail Line.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**  
 VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.  
 China (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, Oct. 2, at 1 p.m.  
 Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) SATURDAY, Oct. 20, at 1 p.m.  
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) WEDNESDAY, Nov. 7, at 1 p.m.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 2nd October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rates.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.  
 Hongkong, September 20, 1894. 1513

**Occidental & Oriental Steamship Company.**  
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.  
 Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) WEDNESDAY, Oct. 10, at 1 p.m.  
 Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, Oct. 30, at 1 p.m.  
 Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) TUESDAY, Nov. 20, at 1 p.m.

THE Steamship BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (via the overland) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.  
 C. L. GORHAM, Acting Agent.  
 Hongkong, September 20, 1894. 1475

## Intimations.

**A CURE FOR ASTHMA!!!**  
**GRIMAULT'S**  
**Indian Cigarettes.**  
 Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAULT & CO., Paris. Sold by all Chemists.

**GRIMAULT'S**  
**Matico Capsules**  
**AND INJECTION.**

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy for the treatment of Acute and Chronic Discharges. These Capsules, unlike Capsaicin, have not the inconvenience of producing Nausea. MATICO INJECTION is used in severe cases. GRIMAULT & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

## Intimations.

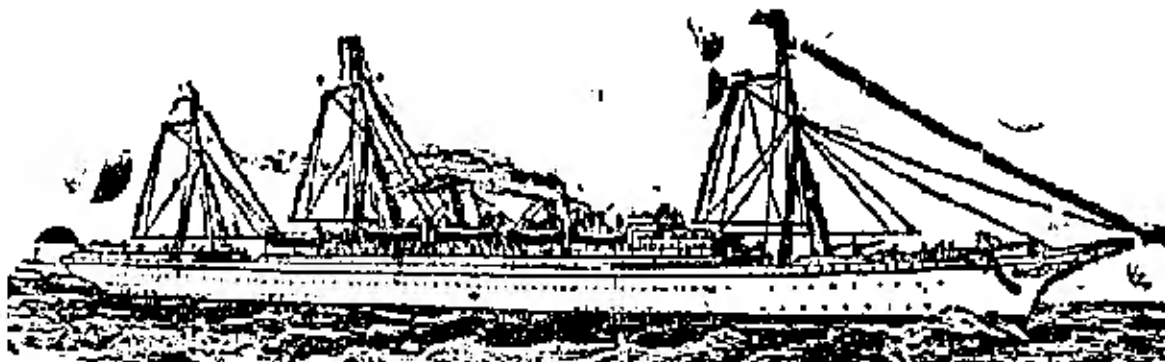
**Fresh Air and Exercise.**  
 Get all that's possible of both, if in need of strength, flesh and nerve force. There's need, too, of plenty of fat food.

**Scott's Emulsion**  
 of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

Scott's Emulsion is constantly effecting Cures of Consumption, Bronchitis, and kindred diseases where other remedies fail.

Sole Agent for China and Hongkong: CHAN A FOOK, at WATKINS & Co., Hongkong.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.  1894.

**SAFETY—SPEED—PUNCTUALITY.**  
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Proposed sailings from Hongkong.  
 EMPRESS OF CHINA...Comdr. G. A. LEE, R.N.R., WEDNESDAY, 3rd October.  
 EMPRESS OF JAPAN...Comdr. R. ANCHUTAL, R.N.R., WEDNESDAY, 31st October.  
 EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 28th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PRINCE STREET, 1440 Hongkong, September 5, 1894.

## SHARE LIST—QUOTATIONS.—SEPTEMBER 25, 1894.

Stocks.	No. of shares.	Value.	Part. up.	Quoting Quotations, Cash.
<b>BANKS.</b>				
Hongkong and Shanghai B. Co.	30,000	\$ 125	all	92 1/2 prem., sales & sellers
New Japan B. Co.	10,000	\$ 10	all	1 1/2 nom.
Bank of China, Japan and Straits, Ltd.	99,875	\$ 145	all	1 1/2 nom.
National Bank of China, Limited.	1,200,000	\$ 10	all	8 1/2 \$22, sellers
<b>MARINE INSURANCE.</b>				
Canton Insurance Co., Ltd.	10,000	\$ 250	all	\$140, sales and buyers
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	all	\$66
North-China Insurance Co., Ltd.	6,000	\$ 200	all	\$175, buyers
Straits Insurance Co., Ltd.	20,000	\$ 100	all	\$217, sellers
Union Insurance Society Co., Ltd.	10,000	\$ 250	all	\$213, sales
Yantai Insurance Association, Ltd.	8,000	\$ 63	all	\$75, buyers
<b>FIRE INSURANCE.</b>				
China Fire Insurance Co., Ltd.	30,000	\$ 10	all	\$73
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 25	all	\$180, sellers
Straits Fire Insurance Co., Ltd.	20,000	\$ 10	all	\$204, sellers
<b>DOCKS.</b>				
H'kong & Whampoa Dock Co., Ltd.	12,000	\$ 125	all	78 1/2 prem., sales
<b>FRANCO-CHINESE.</b>				
China and Malacca S. Co., Ltd.	5,000	\$ 60	all	\$65, sales
Douglas Steamship Co., Limited	20,000	\$ 3	all	\$43, ex div.
H.K. & C. M. Steamship Co., Ltd.	30,000	\$ 2	all	\$26, sellers
Iado-China S. N. Company, Limited	30,000	\$ 1	all	\$12, sellers
Steam Launch Company, Limited.	2,000	\$ 6	all	\$3
China Mutual S. N. Co.	20,000	\$ 10	all	\$28, \$7, \$23, \$1, sellers
<b>DO.</b> (new issue)	20,000	\$ 10	all	\$1
<b>REFINERIES.</b>				
China Sugar Company, Limited	15,000	\$ 10	all	\$157, sellers
Luxon Sugar Company, Limited	7,000	\$ 10	all	\$48
<b>WHAVERIES.</b>				
H.K. & Kow. Wharf & Godown Co.	30,000	\$ 60	all	\$37, sellers
Company, Limited	2,000	\$ 100	all	\$7, \$40, sellers
<b>LAND AND BUILDING.</b>				
Hongkong Land Investment and Agency Company, Limited	30,000	\$ 10	all	\$51, sellers
Kowloon Land and Building Company, Limited	6,000	\$ 60	all	\$10, sales
Hampden Estate & Finance Co.	1,000	\$ 1	all	\$104, nom.
West Point Building Co., Limited.	12,500	\$ 6	all	\$49, sellers
<b>TRAMWAYS.</b>				
H.K. High-Level Tramways Co., Ltd.	1,200	\$ 10	all	\$70
<b>MINEING.</b>				
Jebeu Mining & Trading Co., Ltd.	45,000	\$ 4	all	\$5.85, sellers
Panmin Mining Co., Ltd.	60,000	\$ 4	all	\$2, \$6.25
Societe Francaise des Charbonnages du Tonkin	8,000	\$ 800	all	\$60, nom.
<b>NEW BALSAM.</b>				
New Balmora Gold Mining Co., Ltd.	15,000	\$ 10	all	\$1.80; \$2, buyers; \$2, nom.
Raub Aust. Gold Mining Co., Ltd.	20,000	\$ 2	all	\$6.10, sales
Societe Francaise des Houilleres de Touraine	8,000	\$ 250	all	\$500, nom.
<b>PLANTING, ETC.</b>				
China-Borneo Company, Ltd.	7,500	\$ 10	all	\$5, nom.
H. G. Brown & Co., Limited	6,000	\$ 60	all	\$4, buyers
<b>HOTELS, ETC.</b>				
Hongkong Hotel Company, Ltd.	6,000	\$ 60	all	\$11, sellers
A. S. Watson & Co., Limited	80,000	\$ 10	all	\$104, sales
Dakin, Crickbank & Co., Ltd.	50,000	\$ 5	all	\$1
<b>LIGHTING.</b>				
H.K. and China Gas Co., Limited	7,000	\$ 10	all	\$125
Hongkong Electric Co., Limited	30,000	\$ 10	all	\$4.70, sellers
<b>GREEN ISLAND CEMENT CO., LTD.</b>	20,000	\$ 60	all	\$64, buyers
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 18	all	\$12.50, \$4, sellers
<b>MISCELLANEOUS.</b>				
Campbell, Moore & Co., Limited	1,200	\$ 10	all	\$4, sellers
Geo. Fenwick & Co., Limited	6,000	\$ 25	all	\$20, sales
Hongkong Bakery Company, Ltd.	600	\$ 60	all	\$30, sellers
Hongkong Dairy Farm Co.	3,000	\$ 10	all	\$8, sellers
Hongkong Ice Company, Limited	5,000	\$ 25	all	\$76
H'kong Rope Manufactory Co., Ltd.	5,000	\$ 60	all	\$107
* Founder's shares				

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1893	Tls. 767,300	Tls. 250	7 1/2 p. annum	10 p. prem., sales
Hongkong Hotel Mortg.	\$ 400,000	\$500	6 p. annum	\$500
page Debentures, 1893				

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Vessel's Name.	Flag.	Captain.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers.</b>							
Agnes	h.	Bondixen	200	Sept. 22	Geo. R. Stevens	K'loon Dock	To-morrow
Albion	h.	Bondixen	400	Sept. 22	W. & O. S. N. Co.	Yokohama	To-morrow
Ancona	h.	McDuffie	1888	Sept. 21	Arnold, Karberg & Co.	Bombay, &c.	To-morrow
Askani	h.	McDuffie	591	Sept. 21	Arnold, Karberg & Co.	Bombay, &c.	To-morrow
Azamor	h.	Gibson	2005	Sept. 18	Tait & Co.	Bombay, &c.	To-morrow
Buenavista	h.	Thomson	1497	Sept. 21	Gibb, Livingston & Co.	Bombay, &c.	To-morrow
Bushfield	h.	Bible	885	Sept. 24	Walter & Co.	Bombay, &c.	To-morrow
Byrd	h.	Brooke	771	Sept. 20	Chinese	Bombay, &c.	To-morrow
Chang Chow	h.	Webb	1213	Sept. 21	Chinese	Bombay, &c.	To-morrow
Chelydra	h.	Class	1874	Sept. 14	Jardine, Matheson & Co.	Singapore	To-morrow
China	h.	Ward	5234	Sept. 24	P. M. S. S. Co.	San Francisco	To-morrow
Chow Shan	h.	Farrell	1057	Sept. 21	Yuen Fat Hong	Bangkok	To-morrow
Chunshan	h.	Stovell	1250	Sept. 17	Bradley & Co.	Bangkok	To-morrow
Chusan	h.	Ward	423	Sept. 21	Walter & Co.	Bangkok	To-morrow
Empress of Japan	h.	Grundmann	1015	Sept. 19	Laure & Wegener	Saigon	To-morrow
Esmeralda	h.	Lee	5904	Sept. 19	Canadian Pacific Railway Co.	Vancouver, B.C.	To-morrow
Ethiopia	h.	Taylor	905	Sept. 22	Shewan & Co.	Manila	To-morrow
Fokien	h.	Miles	1905	Sept. 17	Mitsui Bussan Kaisha	Singapore	To-morrow
Frederic	h.	Davis	609	Sept. 24	Douglas Steamship Co.	Amoy	To-morrow
Funan	h.	Lant	307	Sept. 24	Arnold, Karberg & Co.	Bombay, &c.	To-morrow
Haifa	h.	Goddard	1183	Sept. 23	Douglas Steamship Co.	Bombay, &c.	To-morrow
Hanoi	h.	Chodko	758	Sept. 24	A. R. Marty	Haiphong	To-morrow
Naraberg	h.	Walter	3007	Sept. 18	Walter & Co.	Yokohama	To-morrow
Oviana	h.	Behrens	1628	Sept. 21	Siemens & Co.	Yokohama	To-morrow
Pekin	h.	Raymond	1418	Sept. 21	Chinese	Bangkok	To-morrow
Pra Oula Chon Khao	h.	Morris	1012	Sept. 23	Yuen Fat Hong	Bangkok	To-morrow
Pronto	h.	Bohn	532	Sept. 21	Siemens & Co.	Bangkok	To-morrow
Ravena	h.	Cole	1915	Sept. 24	P. M. S. S. Co.	Europe, &c.	To-morrow
Rio	h.	Davidson	1009	Sept. 14	Walter & Co.	Europe, &c.	To-morrow
Riversdale	h.	Peck	1311	Sept. 22	Dodwell, Carill & Co.	Manila	To-morrow
Siam	h.	Murphy	876	Sept. 23	Bradley & Co.	Manila	To-morrow
Spodilis	h.	Keen	2659	Sept. 23	Arnold, Karberg & Co.	Bombay, &c.	To-morrow
Suvar	h.	Brown	630	Sept. 24	A. R. Marty	Haiphong	To-morrow
Tacoma	h.	Perkins	1682	Sept. 20	Dodwell, Carill & Co.	Tacoma, &c.	To-morrow
Tachow	h.	Deans	862	Sept. 16	Yuen Fat Hong	Bangkok	To-morrow
Tai Lee	h.	Calender	828	Sept. 22	Meyer & Co.	Newchwang	To-morrow
Yang Ching	h.	Harris	760	Aug. 12	C. M. S. N. Co.	Newchwang	To-morrow
<b>Sailing Vessels.</b>							
Caleb Curtis	h.	Brook	36	June 4	Captain	Europe, &c.	To-morrow
George S. Hamer	h.	Homan	1267	Aug. 30	Shewan & Co.	Europe, &c.	To-morrow
H. Hackfield	h.	Hilgerloh	1249	Aug. 2	Shewan & Co.	Europe, &c.	To-morrow
Ivy	h.	Well	1181	Aug. 2	Shewan & Co.	Europe, &c.	To-morrow
Lillian L. Robbins	h.	Robbins	1009	Sept. 12	Order	Europe, &c.	To-morrow
Lina	h.	Albrecht	460	Aug. 6	Siemens & Co.	Europe, &c.	To-morrow
Otago	h.	Darborough	336	Sept. 4	Gilman & Co.	Europe, &c.	To-morrow
Sasquahanna	h.	Sewall	2023	July 19	Renter, Brockmann & Co.	Europe, &c.	To-morrow
Thermopylae	h.	Winchester	976	Sept. 11	Order	Europe, &c.	To-morrow
Wm. Le Lachair	h.	Maddox	573	Sept. 24	Master	Europe, &c.	To-morrow

## Mer Britannic Majesty's Ships on the China Station.

Ship.	Flag.	Tonn.	Guns.	H.P.	Captain.	Where at.
Albatross	deepwater-vessel	1700	4	3180	Commander De Lisle	Chofoo
Archer	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Ukumupo
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Yokohama
Centurion	wincesore battle ship	10,500	14	13900	Captain J. M. McQuibane	Chofoo
Dolphin	cruiser	1140	—	—	Commander MacArthur	Behring Sea
Firebrand	g.-b. 3rd class coast defence	333	3	340	Lt.-Com. Ravenhill	Iehang
Leander	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Hongkong
Linnnet	gunboat 2nd class	4390	10	5500	Captain Count Metara	Nagasaki
Mercury	gun-vessel 2nd class	755	5	1050	Commander Bearcroft	Tientsin
Panther	cruiser 2nd class	3730	13	7390	Capt. Wilmet H. Fawkes	Chofoo
Penguin	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Shanghai
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Chofoo
Plover	gunboat 1st class	755	6	1200	Hon. Lt.-Com. F. O. B. Addington	Behring Sea
Porpoise	cruiser 3rd class	1770	3	36 0	Commander F. R. Folly	Chofoo
Rattlesnake	gunboat 1st class	715	5	1200	Lieut.-Com. Hugh Grosvenor	Bangkok
Requin	gunboat 1st class	800	6	1200	Lieut.-Com. O. G. May	Chofoo
Savern	cruiser 2nd class	4600	12	6990	Captain Henderson	Chofoo
Swallow	gun-vessel 2nd class	755	5	1016	Commander R. K. McAlpine	Singapore
Tweed	g.-b. 3rd class coast defence	303	3	340	—	Hongkong
Undeunted	cruiser	5600	12	8500	Captain Halifax	Chofoo
Victor	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wolver	surveying ship	—	—	—	—	—
	coast defence ship, armoured	2150	4	1458	—	Hongkong